

**TRANSPORT STATEMENT**

**FOR A PROPOSED RE-DEVELOPMENT TO PROVIDE  
AN ADDITIONAL 8 CARAVAN PITCHES  
AT  
ADBO HILL TERN HILL**



**FOR  
PAUL BROOKS**

## REPORT VERIFICATION

SITE ADDRESS	Adbo Hill Tern Hill Market Drayton
REPORT TITLE	Transport Statement
JOB NUMBER	584-20
PREPARED BY	JRS

ISSUE NO.	DATE	STATUS	REPORT VERSION	ISSUED BY
1	23-11-20	for Planning	01	JRS

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## 1. BRIEF

- 1.1. Sumner Consultancy has been appointed by Paul Brooks to produce a Transport Statement in connection with his proposed re-development to provide an additional 8 caravan pitches.

## 2. GENERAL

- 2.1. The Site is located on the south side of the A41 and the eastern side of Rose Hill Road, at Grid Reference X365953 Y330134 with the nearest post code of TF9 2JF. The Site Location Plan is in Appendix 1.
- 2.2. Rose Hill Road's classification is Class C C2095/14 which is from the A41 to Heathcote.
- 2.3. The existing access to the Site is via a 6.5m – 7.9m stoned access drive off Rose Hill Road to the caravan pitches which has an area of 2,563m<sup>2</sup>.
- 2.4. The site currently has approval for 12 pitches, and the proposal is to increase it by an additional 8 pitches. The Proposed Site drawing 003 is in Appendix 2.
- 2.5. Adjoining the Site Access Rose Hill Road is 5.4m wide with hazard centerline carriageway lines and edge of carriageway lines.
- 2.6. Adjoining the Site Access, Rose Hill Road is subject to a 30mph speed limit. The 30mph speed limit starts 52m to the north of the Site Access.
- 2.7. There are no street lights along Rose Hill Road.
- 2.8. The junction with the A41 is 111m to the north.

## 3. AMENITIES

### 3.1. SUPERMARKETS

NUMBER	NAME	LOCATION	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	Sainsbury's Local	Market Drayton	N	4.0
2	Costcutter	Market Drayton	N	4.4
3	Aldi	Market Drayton	N	5.2
4	Morrisons	Market Drayton	N	5.5
5	Iceland	Market Drayton	N	5.6
6	Asda	Market Drayton	N	5.8

### 3.2. TRANSPORT

#### 3.2.1. Roads

NUMBER	ROAD NUMBER	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	A41	N	0.07
2	A53	NW	1.9
3	M54 (J3)	SE	18.0
4	M6 (north J15)	NE	18.0
5	M6 (south J10A)	SE	29.0

- 3.2.2. Towns  
The nearest towns within 20 miles of the site.

NUMBER	LOCATION	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	Market Drayton	NE	4.6
2	Newport	SE	9.4
3	Whitchurch	NW	11.2
4	Shrewsbury	SW	17.7
5	Telford	SE	17.9
6	Stoke-on Trent	NE	19.5

#### 4. TRAFFIC GENERATION

- 4.1. Visitors to the Site generally arrive after 18:00hrs and leave before 11:00hrs which is outside the peak hours.  
4.2. Vehicles are either a car & caravan or motorhomes.

#### 5. VISIBILITY SPLAYS

- 5.1. Measurement of visibility splays:

5.1.1. Measurements for visibility splays are generally taken from a point where the centreline of the minor road meets the channel of the major road, Point W. This is normally at the 'give way' line (or an imaginary 'give way' line if no such markings are provided). The distance back along the minor arm to Point X, from which visibility is measured is known as the X distance. This distance is normally measured along the centreline of the minor arm for simplicity, but in some circumstances (for example where there is a wide splitter island on the minor arm) it will be more appropriate to measure it from the actual position of the driver.

5.1.2. The Y distance represents the distance that a driver who is about to exit from the minor arm can see to their left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm to Point Y, although vehicles will normally be travelling a distance from the kerb line. Therefore a more accurate assessment of visibility splays is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm, Point X, (unless, as above, there is a splitter island in the minor arm).

- 5.2. Currently there are two standards for determining visibility splays, which are defined in Manual for Streets (MfS), and CD 123 – Geometric Design of At-Grade Priority and Signal-Controlled Junctions.  
5.3. MfS focuses on lightly trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. Generally this is limited to locations with traffic speeds less than 40mph. MfS does not apply to the Trunk Road Network.  
5.4. CD 123 is generally applicable to trunk roads where traffic speeds are 40mph and above.  
5.5. The determination of the Y distance for the visibility splays is based on the actual speed of vehicles along the road and not the speed limit.  
5.6. An X distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of a car and the driver's eye.

- 5.7. As Rose Hill Road is subject to a 30mph speed limit, the visibility requirements as outlined in MfS is a Y distance of 43.0m. Photographs 1 & 2 in Appendix 3, show the visibility splays from 2.4m in both directions. The visibility splays are shown on the Alignment Proposals drawing 584-20-05 in Appendix 4.
- 5.8. Visibility to the right (north) is in excess of 43m, however at the time of the site inspection the visibility splay to the left (south) was slightly restricted due to the hedge overgrowing the highway verge. Paul Brooks said that the farmer regularly cuts the hedge and he has a good relationship with the farmer so he can keep the hedge trimmed if necessary. With the hedge trimmed a visibility splay of 43m can be achieved.
- 5.9. Either side of the Site Access are Site advertising signs, Photograph 3, however the sign on the left hand side can restrict the visibility to the left (south), therefore Paul Brooks has agreed to move it 500mm further from the highway.

## **6. SITE ACCESS**

- 6.1. Adjoining Rose Hill Road the Site Access is initially 6.7m wide, it reduces to 6.5m then increases to a maximum 7.9m.
- 6.2. 34m down the Access Drive from Rose Hill Road is a Site access gate, Photograph 4.
- 6.3. The Car & Caravan Swept Path drawing 584-20-70 in Appendix 5, shows the swept path of a large car and caravan, total length 13.3m, which is the longest combination expected to use the Site. On entering the Site Access the vehicle will use all of the entrance width, Vehicle 04. However if a vehicle was exiting the Site at the same time there is with the Access Drive widened, sufficient room for the vehicles to pass without a vehicle having to reverse onto Rose Hill Road.
- 6.4. To provide sufficient room for vehicles to pass, the access gate is to be moved 20m to the east, and the Access Drive between Rose Hill Road and the repositioned gate widened to 6.0m and constructed in a stone surface. The first 5.0m of the Access Drive to be constructed in bitumen macadam.
- 6.5. There is also sufficient room within the Site Area for a car & caravan, Vehicle 05, to successfully turn around.

## **7. ACCIDENTS**

- 7.1. The accident data was obtained from CrashMap which uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.
- 7.2. The data includes all incidents up to the end of 2019 as this is only updated as soon as the latest data is released by the Department for Transport (which happens around the end of September every year).
- 7.3. Between 2017 and 2019 there were 2 accidents along the A41 within 500m of the junction with Rose Hill Road, of which 1 was slight and the other serious. The nearest accident to the junction is approximately 110.0m to the northwest (Ref: 2017220225167). The location of the accidents are shown on the Accident Locations plan in Appendix 6.
- 7.4. The serious accident along the A41 (Ref: 2017220225167) occurred on 29<sup>th</sup> September 2017 involving a car and goods vehicle 7.5 tonnes mgw and over resulting in the car driver with the serious injury. The accident report is in Appendix 7.

## **8. COMMITTED DEVELOPMENTS**

- 8.1. A search of Shropshire's Planning Register indicate that there are no applications in the vicinity of the Site which have received planning approval in the last 5 years which would affect the traffic generation.

## **9. CONCLUSION**

- 9.1. This Site already has approval for 12 pitches, and the proposal is to increase it by an additional 8 pitches, which is a 33.3% increase.
- 9.2. Visitors to the Site generally arrive after 18:00hrs and leave before 11:00hrs which is outside the peak hours.
- 9.3. Vehicles are either a car & caravan or motorhomes
- 9.4. As Rose Hill Road is subject to a 30mph speed limit, the visibility requirements as outlined in MfS is a Y distance of 43.0m and an X distance of 2.4m.
- 9.5. Visibility to the right (north) is in excess of 43m, however at the time of the site inspection the visibility splay to the left (south) was slightly restricted due to the hedge overgrowing the highway verge. Paul Brooks said that the farmer regularly cuts the hedge and he has a good relationship with the farmer so he can keep the hedge trimmed if necessary. With the hedge trimmed a visibility splay of 43m can be achieved.
- 9.6. Either side of the Site Access are Site advertising signs, however the sign on the left hand side can restrict the visibility to the left (south), therefore Paul Brooks has agreed to move it 500mm further from the highway.
- 9.7. It is therefore considered that the visibility splays are acceptable and commensurate with the 30mph speed limit.
- 9.8. Adjoining Rose Hill Road the Site Access is initially 6.7m wide, it reduces to 6.5m then increases to a maximum 7.9m. 34m down the access drive from Rose Hill Road is a Site Access gate.
- 9.9. The Car & Caravan Swept Path shows the swept path of a large car and caravan, total length 13.3m, which is the longest combination expected to use the Site. On entering the Site Access the vehicle will use all of the entrance width. However if a vehicle was exiting the Site at the same time there is with the Access Drive widened, sufficient room for the vehicles to pass without a vehicle having to reverse onto Rose Hill Road.
- 9.10. To provide sufficient room for vehicles to pass, the access gate is to be moved 20m to the east, and the Access Drive between Rose Hill Road and the repositioned gate widened to 6.0m and constructed in a stone surface. The first 5.0m of the Access Drive to be constructed in bitumen macadam.
- 9.11. There is also sufficient room within the Site Area for a car & caravan to successfully turn around.
- 9.12. No works are considered necessary to reduce accidents in the area of the site or the surrounding junctions.
- 9.13. A search of Shropshire's Planning Register indicate that there are no committed developments in the area of the Site which will affect the anticipated traffic movements.
- 9.14. It is considered that the additional 8 pitched and associated traffic generation will not be detrimental to the safety and free flow of traffic along Rose Hill Road.

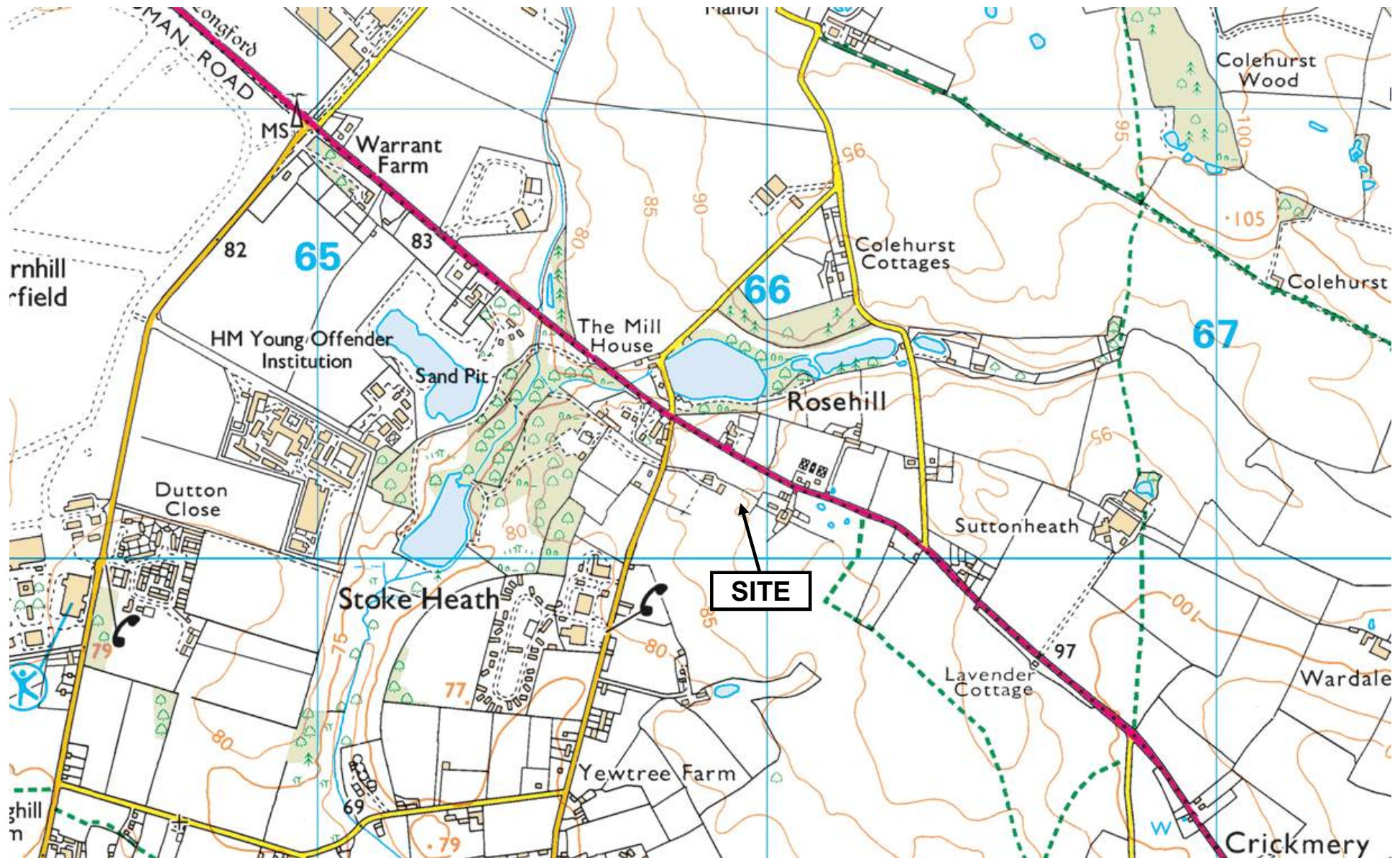
John Sumner IEng MICE  
Director  
Sumner Consultancy Ltd  
November 2020

# **APPENDIX 1**

## **SITE LOCATION PLAN**



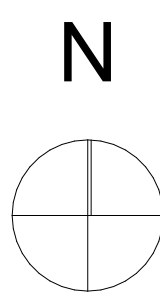
**SITE LOCATION PLAN**  
Nearest Post Code TF9 2JF  
Grid Reference X365953 Y330134



# **APPENDIX 2**

## **PROPOSED SITE DRAWING 003**





Notes:  
Ordnance Survey Licence Number: O182188

Health & Safety Information:  
('I' indicates latent risk - 'C' indicates construction risk)



- LEGEND**
- Proposed caravan
  - Proposed building
  - Residential gardens
  - Grassed area
  - Additional native hedge & tree planting
  - Existing hardstanding
  - Existing hedgerow
  - Existing trees
  - Proposed foul drainage
  - Existing buildings/structures

Rev.	Date	Amendments	Author
Client: <b>Mr P. Brooks</b>			
Project title: <b>Adbo Farm, Rosehill</b>			
Drawing title: <b>Proposed Site</b>			
Drawing No. <b>003</b>	Scale @ A1: <b>1:500</b>		

# **APPENDIX 3**

## **PHOTOGRAPHS**





PHOTOGRAPH 1  
Visibility splay @ 2.4m to the right (north)



PHOTOGRAPH 2  
Visibility splay @ 2.4m to the left (south)





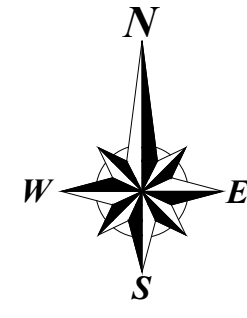
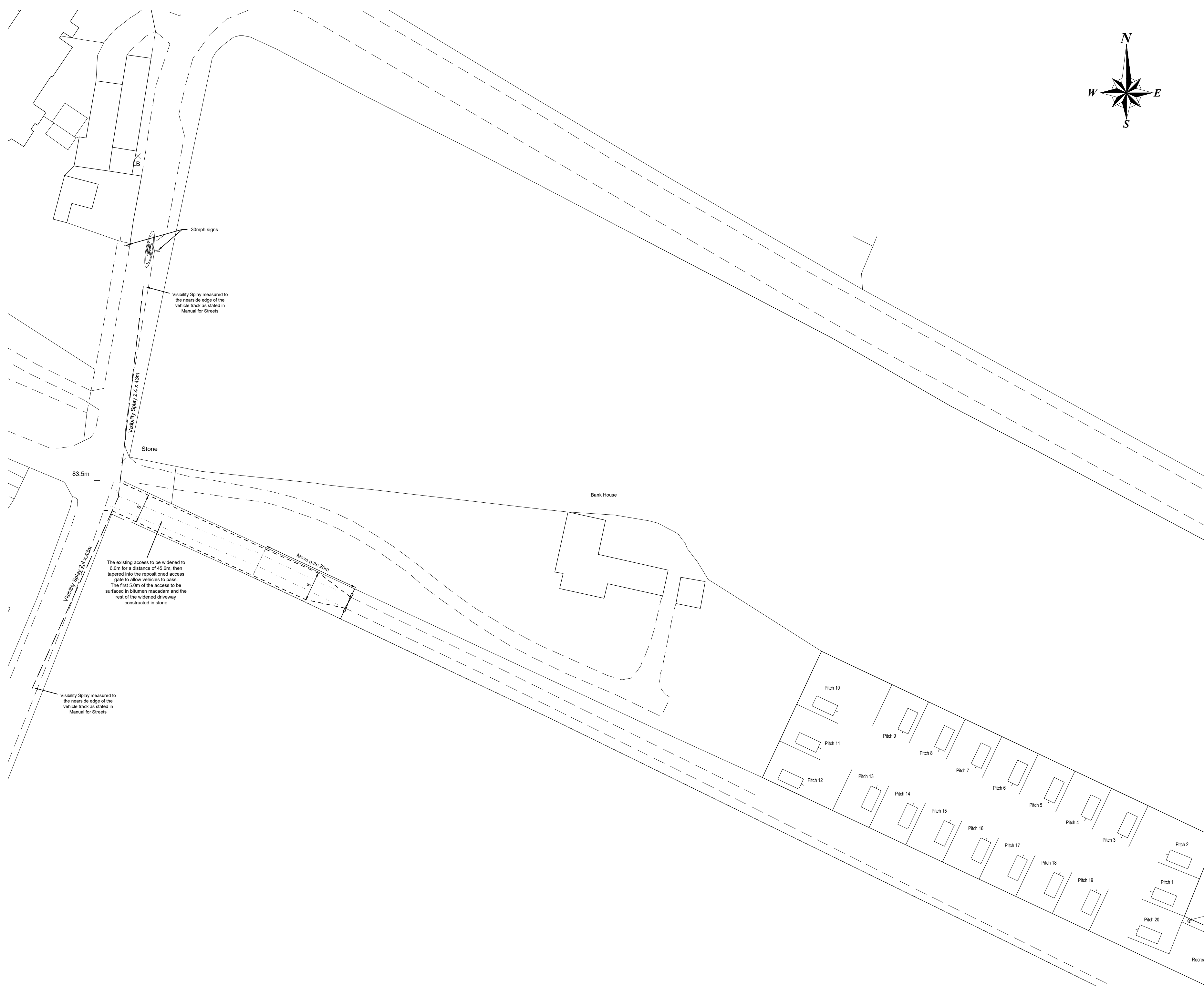
PHOTOGRAPH 3  
Site Access



PHOTOGRAPH 4  
Site access drive and gateway

# **APPENDIX 4**

## **ALIGNMENT PROPOSALS DRAWING 584-20-05**



- Notes**
- Do not scale from this drawing.
  - All drawings are to be checked by the contractor and setting out engineer and read in conjunction with one another to ensure they are mutually compatible with each other before any setting out or construction commences.  
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  - The site layout is an extract from the Architect's Proposed Site Drawing No. 003 CAD Ref. 003 Proposed Site Plan. Received on This is shown for information purposes only and must not be used for setting out purposes.  
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**Revisions**

Rev	Date	Description

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Client: **PAUL BROOKS**

Project: **ADBO HILL TERN HILL MARKET DRAYTON**

Drawing Title: **ALIGNMENT PROPOSALS**

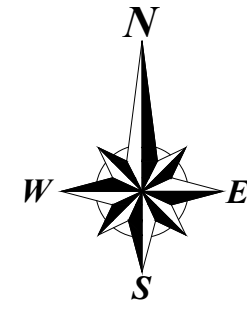
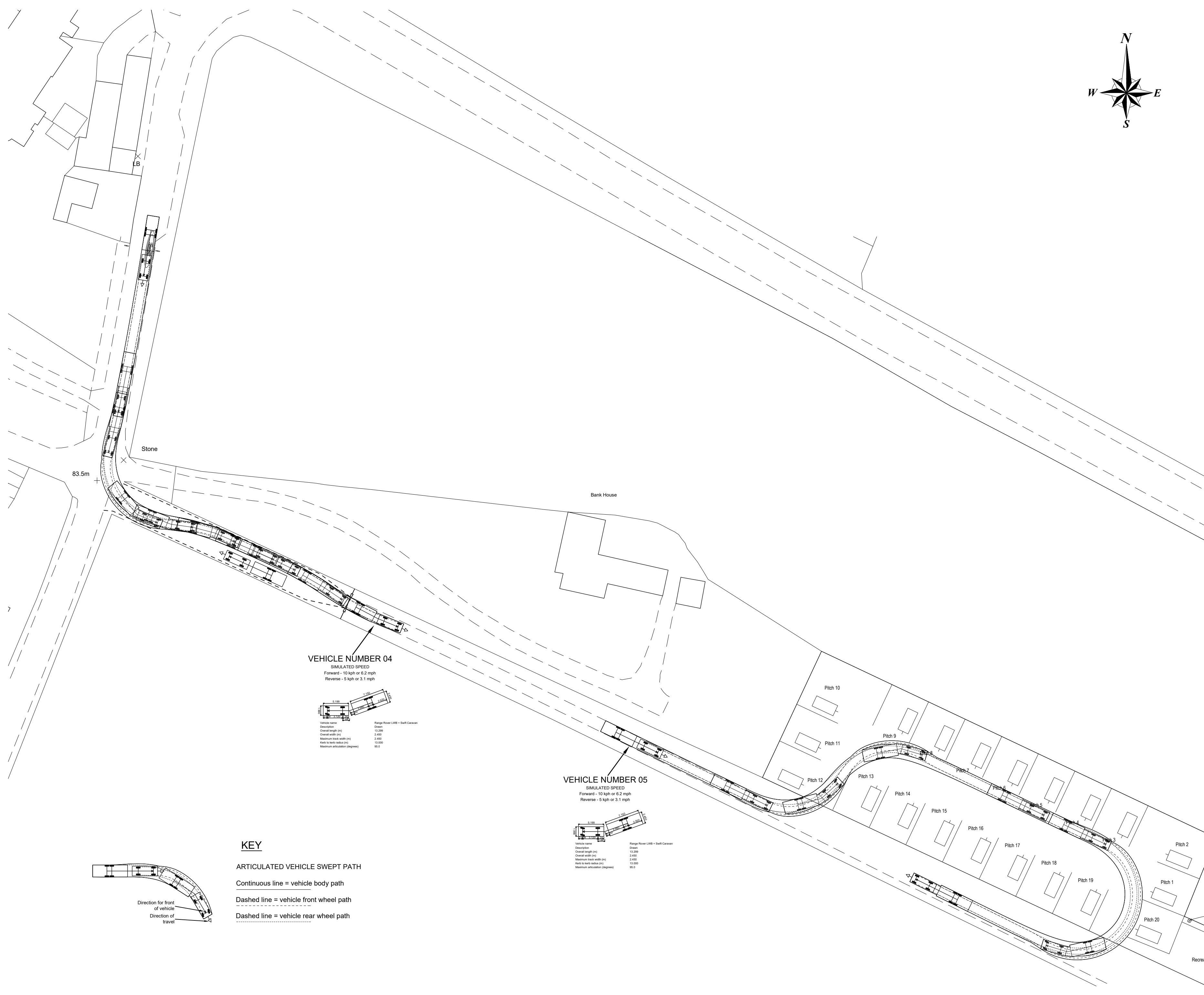
Scale: 1:500    Drawn by: JRS    Date: November 2020

Drawing Number: **584-20-05**    Revision:



# **APPENDIX 5**

## **CAR & CARAVAN SWEPT PATH DRAWING 584-20-70**



- Notes**
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**Revisions**

Rev	Date	Description

**VEHICLE NUMBER 04**  
SIMULATED SPEED  
Forward - 10 kph or 6.2 mph  
Reverse - 5 kph or 3.1 mph

Vehicle name	Range Rover LWB + Swift Caravan
Description	Drawn
Overall length (m)	13.200
Overall width (m)	2.650
Maximum track width (m)	2.450
Kerb to kerb radius (m)	13.000
Maximum articulation (degrees)	95.0

**VEHICLE NUMBER 05**  
SIMULATED SPEED  
Forward - 10 kph or 6.2 mph  
Reverse - 5 kph or 3.1 mph

Vehicle name	Range Rover LWB + Swift Caravan
Description	Drawn
Overall length (m)	13.200
Overall width (m)	2.650
Maximum track width (m)	2.450
Kerb to kerb radius (m)	13.000
Maximum articulation (degrees)	95.0

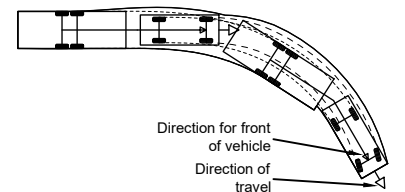
**KEY**

ARTICULATED VEHICLE SWEEP PATH

Continuous line = vehicle body path

Dashed line = vehicle front wheel path

Dashed line = vehicle rear wheel path



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Client: **PAUL BROOKS**

Project: **ADBO HILL TERN HILL MARKET DRAYTON**

Drawing Title: **CAR & CARAVAN SWEEP PATH**

Scale: 1:500    Drawn by: JRS    Date: November 2020

Drawing Number: **584-20-70**    Revision:

# **APPENDIX 6**

## **ACCIDENT LOCATIONS PLAN & CRASH REPORT**

# ACCIDENT LOCATION PLAN

Nearest Post Code TF9 2JF

Accident Details Have Been Obtained From The National CrashMap Database



**ACCIDENTS 2017 – 2019**  
 Within 1km Radius of the Site

Accidents	2
Fatal	0
Serious	1
Slight	1

**Incident Severity**

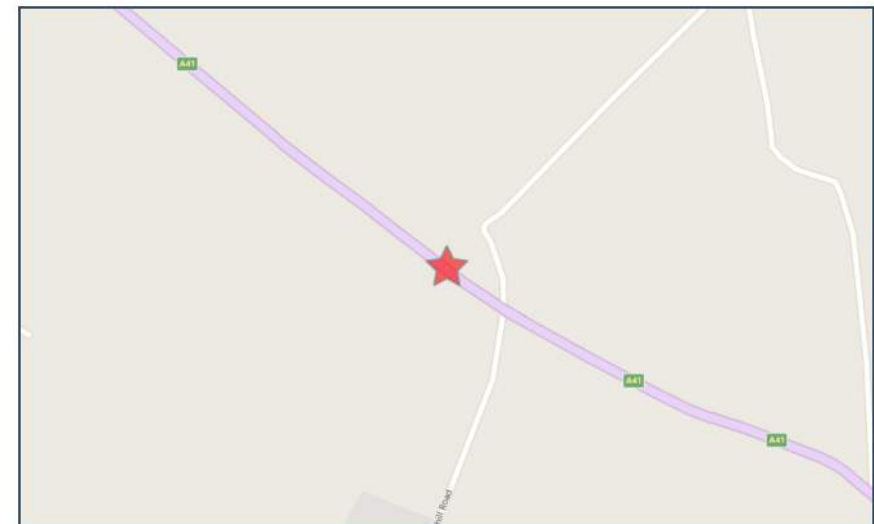
Slight    Serious    Fatal



No

**Crash Date:** Friday, September 29, 2017      **Time of Crash:** 1:45:00 PM      **Crash Reference:** 2017220225167

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A41	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Shropshire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Shropshire (from 2009)			<b>OS Grid Reference:</b>	365702 330379
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



No

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Goods vehicle 7.5 tonnes mgw and over	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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